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CHELL "SIX"

The latest model, six-cylinder. 50-h.p., seven-passenger touring \$2,100

OLDSMOBILE

The Special. The Autocrat. The Limited. M. T. POLLOCK Phone M. 7791. 1015 Conn. ave. sel5-tf,10

Pope Hartford POPE AUTO CO.

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1910 PULLMAN

guaranteed to be in perfect condition; price vereasonable. Phone Main 2479 for demonstration THEO, BARNES & CO., 1222 H st. n.w. oc10-tf,10

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4 cylinders, sliding gears, Bosch mag-to; best on hills, best on level, THE WILSON CO.,

Maxwell—Columbia United Motor Washington Co.,

BARGAINS IN SLIGHTLY USED CARS. MILLER BROS.

cost than the horse-drawn delivery. On every day. Ask for demonstration. J. WELLS, 1110 C st. n.w.. Telephone Main 3138.

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Amplex THE WILSON CO., 1833 14th st. Apperson EMERSON & ORME. Temporary location, rear of 1210 K st. n.w. Phone Main 7695. Auburn H. A. RHINE & CO., 1614 U st. Bailey-Electric II. B. LEARY, Jr., 1717 casn; Lamont st. n.w. Phone Columbia 2946. Baker Electric COOK-STODDARD CO., 1218 H n.w. Tel. M. 7248. Buick Buick Motor Company, 1925 Cadillac COOK-STODDARD CO., 1313 H st.

Columbia MAXWELL-BRISCOE WASHING-TON CO., 1321 14th st. n.w. of this Columbia Electric COE WASHING TON CO., 1321 14th st. n.w. Tel. North 4434.

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G. J. G. MOTOR SALES CO., 811 17th st. Halladay LEDROIT AUTO CO., Waverly terrace, 14th and 15th, T and U. Tel. North 371. Hartkrait J. WELLS, 1110 C st. n.w. Haynes SIMS MOTOR CO., Central Garage 1310-12 N. Y. ave. Tel. M. 6444. Holtsman THE W. H. WYMAN CO., 105 6th st. n.w. Tel. Main 1940.

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Reliance Truck THE WILSON CO. Staly

Aero Pronunciation.

From the New York Globe.

a good deal of conflict over many of these Burman, Arthur Chevrolet and W. A. pronunciations. Boston's ipse dixit is Roebling. badly needed.

How, for instance, shall the commonest words of all-"aviation" and "aviator"- November 11 the light cars, from be pronounced? There are probably ten or a dozen different ways of pronouncing them now. They have not got into the dictionaries. The words that come nearest man trophy, in honor of Mayor Tiedeman to them are "avian" and "aviary." The of Savannah, will be offered by the city. first "a" in both of these words may be pronounced like "e" in "they" or "a" in "ask" (not "a" in "at"). But even two pronunciations would be too many for a petition for the larger cars of the lighter word so generally used as "aviator." class November 11. The entrant will be free from moisture. Dampness, by



BY HOWARD FISK

was scheduled to take by armed National Guardsmen, which park regulations rather than the po-will guarantee the drivers a clear course will be awaited with considerable intergranted by the American Automobile As- ists to increase the speed limit from cerned, really opens up a competition last week by a number of motorists who between the two cities for the holding are members of that organization and of this great event. Savannah, which who expressed their opinion that the two years ago was fortunate enough to change should be made by the Commishold the first Grand Prize race, is anx- sioners. Such a change surely would be her ability in managing big affairs. The owners in this city, who feel that fifteen southern city, by all right of precedents, miles, which is the same in the public by having so successfully and capably parks, is a safe speed on streets where handled a Grand Prize race, was really there are no car lines. entitled, even more than New York, to the honor and privilege of this year's

to offer the most interesting contest of press agent. According to an official the year. By the time the race is held statement issued yesterday by S. M. But-Savannah can offer a course far superior ler, chairman of the contest board, Bar- ton or woolen garments of grease and to the old one, and with ten turns less ney Oldfield, under the A. A. A. rules, a oil is to rub the spots with lard, then than the former course, making a speed recognized and registered racing driver, apply soap in quantity to saponify the of seventy miles possible. Had the crowd been properly handled at the Vanderbilt cup race it is claimed that the entry in a so-called track race with average of the winner would have been "Jack" Johnson, at the Sheepshead Bay been 379.2 miles. There will be in competition the crack drivers of Europe and America in the fastest cars in the world. The entrant of the winning car will have cause for immediate disqualification by the custody of the five-thousand-dollar gold cup now held by Italy until the race is again contested. The driver of the winning car will receive \$4,000 in

world by experts who were present on tency as a racing driver would preclude that occasion. The big event was won by the granting of official sanction for such In this year's race he will pilot the same interests of regularly organized automake car. He won that race by a few mobile competitions.

drivers a trifle more than three weeks for training and learning the new course.

A question which has never been raised Motor Parkway, the same before, either in the Police Court or in course over which the Vander- the Court of Appeals, came up during

for an opportunity to again display welcomed by nearly all the motor car

Drastic action was taken by the contest board of the American Automobile Association a few days ago. when it susmen at the mobile contests. At the same time simshould be in a position ilar action was taken in the case of Wilnearer seventy miles an hour than sixty- track (unlicensed for automobile confive. The Grand Prize race will be twen-ty-two rounds of a circuit of about 18.5 cial sanction for which contest has cause for immediate disqualification by

cash; the second, \$2,000, and the third, "The statement cited further that the "statements in the public press in connection with the proposed unsanctioned contest are injurious to the welfare of the sport and industry and destructive The first contest for the grand prize of the confidence of the public in autoup of the Automobile Club of America mobile contests, and the entrance into was held at Savannah, Ga., in 1908, and an organized well accredited sport of the leading exponent of an unorganized so-called sport which is under the ban in most of the states of the Union and considered the experience in automobile track racing branch managers. the and has yet to demonstrate his compe-Louis Wagner, driving an Italian car. so-called contest, as detrimental to the

Automobile Calendar.

October 17-Nine-day good roads tour of the Atlanta Constitution. October 21-25-Richmond, Va., reliability run, Washington (D. C.)

October 23-Road race, Portola cup, San Francisco, Cal. October 27-28-29-Track meet at Dallas, Tex.

November 3-4-5-Race meet of Atlanta Automobile Association, Atlanta speedway. November 5-6-Track meet at New Orleans, La.
November 7-10-Five-day reliability run of Chicago Motor Club,

200 miles a day. November 10-12-13-Track meet at San Antonio, Tex. November 12-Grand Prize race. Savannah, Ga. Nevember 24-Hill climb at Redlands, Cal. November 24-Santa Monica road race, Los Angeles, Cal. November 24-Meet on mile board speedway at Los Angeles, Cal. January 7-14 and 17-24, 1911-Square Garden, N. Y.

January 15-21-Annual Detroit January 28-February 4-Annual Chicago show of the N. A. A. M., February 6-11-Annual Chicago show of N. A. A. M., commercial

March 15-18-Show of Louisville

Automobile Dealers' Association,

Louisville, Ky.

in the country. It was properly safe- him, until further notice, from competi- returned Friday from Europe, where they Complete line cars crains guarded two years ago by the state tion or participation in sanctioned auto- have been motoring for the last two

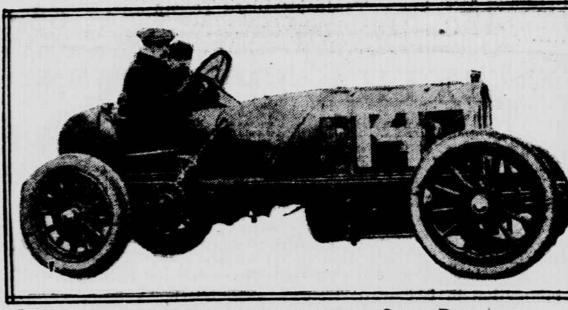
An excellent method of cleaning cot-

Harris M. Hanshue, the crack western pilot, who drove in the Vanderbilt cup miles, making the total distance approximately 407 miles. The Vanderbilt cup which action is a direct violation of through this city a few days ago, en race was 278 miles, and had the Grand rule 58 of the 1910 contest rules of the Prize been run over the Long Island Motor Parkway the distance would have "An entry in any unsanctioned contest," While here he was the guest of the local agents of the car which he drives. He was accompanied by George H. Strout manager of the Philadelphia branch. He resides in Los Angeles and is entered in all of the big western races during the next few months.

> F. W. Powers has returned from an extended trip to Cincinnati, where he at-

"Ted" S. Johnston is in Flint, Michheld in who is, as we believe, without requisite where he is attending a meeting of the

apart in order to clean it thoroughly, it is seconds' margin over Victor Hemery, Each of them are directed to show possible to effect a very satisfactory tem-



LOUIS WAGNETS, PRESENT HOLDER OF THE GRAND PRIZE WAN AT SAVANNAH IN MOR



Regal EMERSON & ORME. Temporary location. rear of 1219 K st. n.w. Phone third place. There were few specially Johnson was denied the right to drive with a harmon

COMMERCIAL AUTO AND race are Johnny Aitken, who made such in their position is at Atlanta, November some dust preventive. The work of ap-SUPPLY Co., 1313 New an excellent showing in the Vanderbilt 3, 4 and 5. Oldfield is entered at At-York ave. Tel. Main 2174. and Fairmont Park races; Al Livingstone, lanta speedway races, as are many of Washington Carter Motor Carter Main 5126.

White Steam And Gas. The Impg. Rial Motor Co. 1214 V st. n.w. Tel. North 2056.

Wood's Electric The Wilson Co. 1214 V st. n.w. Wood's Electric The Wilson Co. 1214 V st. n.w. Who will pilot Italian cars; Harry F. Grant, winner of the Vanderbilt Cup the last two years, and Victor Hemery, the last two years, and Victor Hemery. the last two years, and Victor Hemery, who, with Robertson, will drive a German make car. Barney Oldfield was to Boston should rise to the occasion. The have been one of the German team, but. big Harvard-Boston aero meet should not be concluded without permanent and be entitled to enter the race. Other be concluded without permanent settle- American drivers who will pilot Ameriment of the pronunciation of everything can-make cars include Ray Harroun, that has to do with aero meets. There is George Armstrong, Joe Dawson, Robert

third place. There were few specially Johnson was denied the right to drive with a hammer. built American cars in the race, but at the Indianapolis motor speedway. this year the Yankee drivers, with their Protest by the white drivers who were specially built American cars, are in for to contend at those races caused the the purpose of wresting the cup from speedway management to bar Johnson. In case Oldfield drives against Johnson, Among the star drivers who are ex- the first place at which the other drivers traffic which has not given consideration pected to line up at the tape in the big will have an opportunity to make a stand to the treatment of its highways with

> Dr. C. C. Root, who has been on a trip to Detroit, Mich., returned home Wednesday afternoon

produced in the United States.

It is important that a garage should

Today there is scarcely a community traffic which has not given consideration

Despite the heavy condition of the roads last Sunday, due to the previous day's rain, Ed B. Terry, in his touring car, accompanied by R. L. Barber and the writer, spent the day motoring through Maryland. The route was via Olney, If exports of American automobiles ward over the Baltimore-Frederick pike. Brookeville and Cooksville, thence westcontinue to increase at the present rate A stop for dinner was made at Ridgeville. it will, before very long, be a question The roads from that point to Rockville where European makers will be able to were found extremely heavy, owing to dispose of their product. American the roads were not blocked, detours were the construction of new roadways. While makers are approaching the \$10,000,000 made where concrete viaducts were in the mark now. Not many years ago that course of construction. The Laytonsville was more than the value of all the cars pike was found in excellent condition. produced in the United States. macadam road from Rockville northward in the direction of Washington Grove.

owner of a Mitchell car in any part of the civilized world and he will tell you that we have done our part to his entire satisfaction. Every agent of the Mitchell-Lewis Company

MITCHELL ROADSTER

MITCHELL SIX, \$2,250

has been taught that a patrons acquaintance and claims do not cease with the payment of the purchase price. He has been innoculated with the Mitchell-Lewis belief in moral responsibility. He is not permitted to dodge the issue when it is raised and if he seeks to do so, he can't sell Mitchell cars.

It hasn't been a half-hearted policy, a "sales

promise" or an "advertising stunt." Ask any

Our agents are the same today as they were seven years ago. This policy has kept them. When Mitchell owners buy new cars they invariably buy Mitchells. This policy has kept them. They feel mighty secure with that bulwork to lean upon and we therefore have the happiest family of owners that the automobile industry has ever known.

With the factory and agents working hand in hand on such a basis as this, can't you see what a great cumulative force we have had, and can you wonder why the Mitchell has progressed steadily from one year to the other?

We are free to admit that the Mitchell policy has not put much of a burden upon us. We have had some little trouble here and there, for we all know that automobiles will go wrong at times no matter how splendidly they may be built. But in every solitary case we have made good whenever requested and no man that lives, who owns a Mitchell car, can truthfully say that we haven't stood behind him like the Rock of Gibraltar.

We are going even farther. We have recently established what will hereafter be known as the "Mitchell Service Department.' It is a development of the Make-Good Policy. At its head we have placed one of the executive officers of our organization. Included within the scope of his work is the repairs department. It is his duty to keep an eye on all Mitchell cars no matter in what remote section of the universe they may be. It is his duty to

MITCHELL T, \$1,500

is just as unusual.

claims beget nausea.

wards its patrons.

or has done incorrectly.

biggest thing in the world.

follows:

MPLE truth in an automobile advertisement

is as rare as a day in June. Common sense

English superlatives runs riot as a rule. They

mean nothing to the average man. Glittering

generalities are equally as tiresome. Absurd

these evils. We beg to submit them here, as

made possible by the Company's attitude to-

clever advertising nor shrewd salesmanship could

have accomplished so much for us in such a short

time as seven years, as the Mitchell-Make-Good

Policy for the owners of Mitchell cars.

and prejudice, that is the simple fact.

In automobile advertising the whole list of

Truth and common sense will always palliate

The success of the Mitchell car has been

Nothing else in the world-no amount of

Stripped of imagination and theory, egotism

Today the Mitchell-Lewis Motor Company is

the soundest and most reliable automobile concern

in the world. It has become so, not alone because

it makes a good car, but because it has religiously

stood behind every car it has made and allowed

no man to suffer for something it has failed to do

this Company could have possibly had. It's the

car would have made it successful in the sure way

that quality has. We have no moral right to dis-

cuss that now. Our real asset, the one that induced the people to buy the car in the first place,

was and is the fact that the public knew and know

we make right anything that goes wrong.

That Make-Good Policy is the grandest asset

In time, of course, the merits of the Mitchell

Establishment of the Mitchell Service Dept.

keep Mitchell owners thoroughly contented. If anything goes wrong with your car come to this department and say in cold English, "This car has gone wrong. Now make it right." There will be no argument. There will be no evasion-no technical shirking of responsibility. We'll go the limit. We believe the Mitchell is now as perfect as skill can make it.

The Car For 1911

The cars for 1911 will be practically the same as they were in 1910. There will be some improvements and refinements. Besides they will be fully equipped with top, lamps, tools, horn, jack, magneto and larger tires than heretofore. We are putting more money into the cost of

making the car and will therefore have to charge you more. We raise the prices but not the profit. As a matter of fact the profit is less at the raised prices than it was at the lesser prices. We are giving more for your money.

The Car You Ought to Have at the Price You Ought to Pay. Silent as the Foot of Time.



Mitchell Motor Car Co. and Mitchell & Lewis Co. LTD. Racine, Mis. U. S.A.

PRICES F. O. B. RACINE

WASHINGTON DISTRIBUTER,

CARPENTER AUTOMOBILE CO. 17th and U Sts.

Word so generally used as "aviator."
There should be only one.

Boston may be excused, though she contribute nothing to the art or science of aviation, providing she settles the questions of pronunciation. This will be not small service. Aeronauties will not make as rapid progress as it should until the spring of 1998. The Italian ear, driven by Leave to the steamship of 1998. The Italian ear, which were detailed several days on the spring of 1998. The Italian ear, which were detailed several days on the steamship Moltke at uprantine, every one can talk about the subject as glibly as he phases.

| An annoyance to which American motorists have been subjected in Europe dup research to the higher authorities of the past season has been published in the papers of Germany, sented to the higher authorities of the very long, or else the water whired but at the head of the mountainous canons of that country so but the subject as so in the spring of 1998. The Italian ear, which seamship Moltke at quarantine, every one can talk about the subject as glibly as he phases.

| An annoyance to which American motorists have been subjected in Europe dup research to the past season has been published in the papers of Germany, sented to the higher authorities of switzerland. A muitiplicity of laws and regulations and other tourists in France, Italy and England.

Now, however, according to advices relative the head of the movement, will have been detained by the Swiss and the word of the country as the cheapend of the instances to venture across the mountainous cannons of the trophy is again contested for, the driver bale of the past season has been petty instruction necessary before a tourist practical part of the papers of Germany, sented to the higher authorities of switzerland. Needless to say the American motority instruction necessary before a tourist practical part of the papers of Germany. Switzerland and were well dupled to the subject of the mountainous and the flat of the papers of Germany. Switzerland and the paper of t